



STATE ROUTE 266 TRANSPORTATION CONCEPT REPORT



CALTRANS DISTRICT 9
OFFICE OF SYSTEM PLANNING
JUNE 2008



STATE ROUTE 266
TRANSPORTATION CONCEPT REPORT

PREPARED
BY
CALTRANS
DISTRICT 9
OFFICE OF SYSTEM PLANNING

JUNE 2008

Additional Information

For additional information regarding the Transportation Concept Report for State Route 266, please contact:

California Department of Transportation
Office of System Planning
500 South Main Street
Bishop, California 93514
760-872-0691
or
<http://www.dot.ca.gov/dist9>

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REPORT SIGNATURE SHEET

APPROVAL RECOMMENDED:



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Deputy District Director
Planning and Programming

7/23/08

DATE



CRAIG HOLSTE
Deputy District Director
Maintenance and Operations

8/15/08

DATE



BRYAN WINZENREAD
Deputy District Director
Program/Project Management and
Local Assistance

7/23/08

DATE

APPROVED BY:



THOMAS P. HALLENBECK
District 9 Director

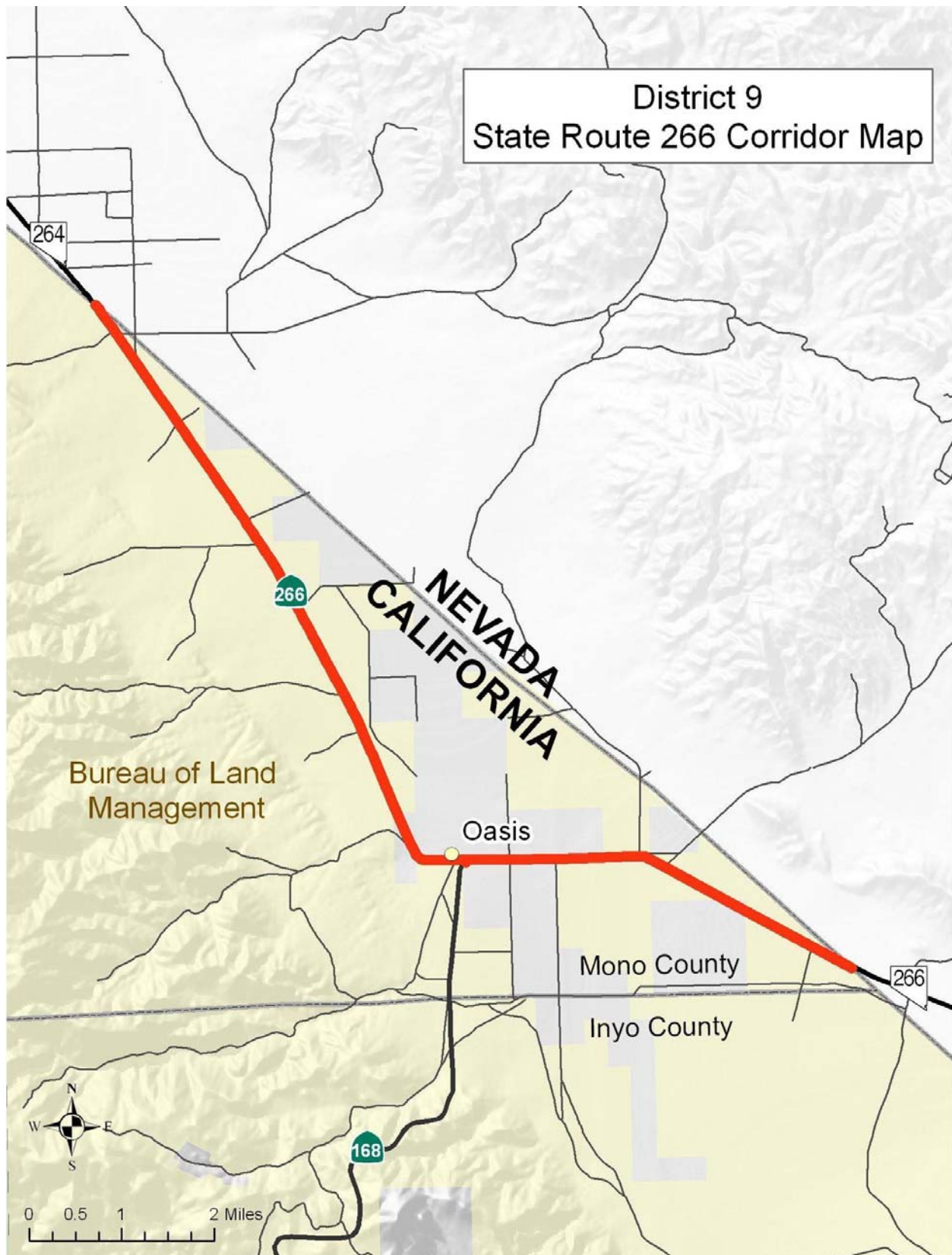
11/20/08

DATE

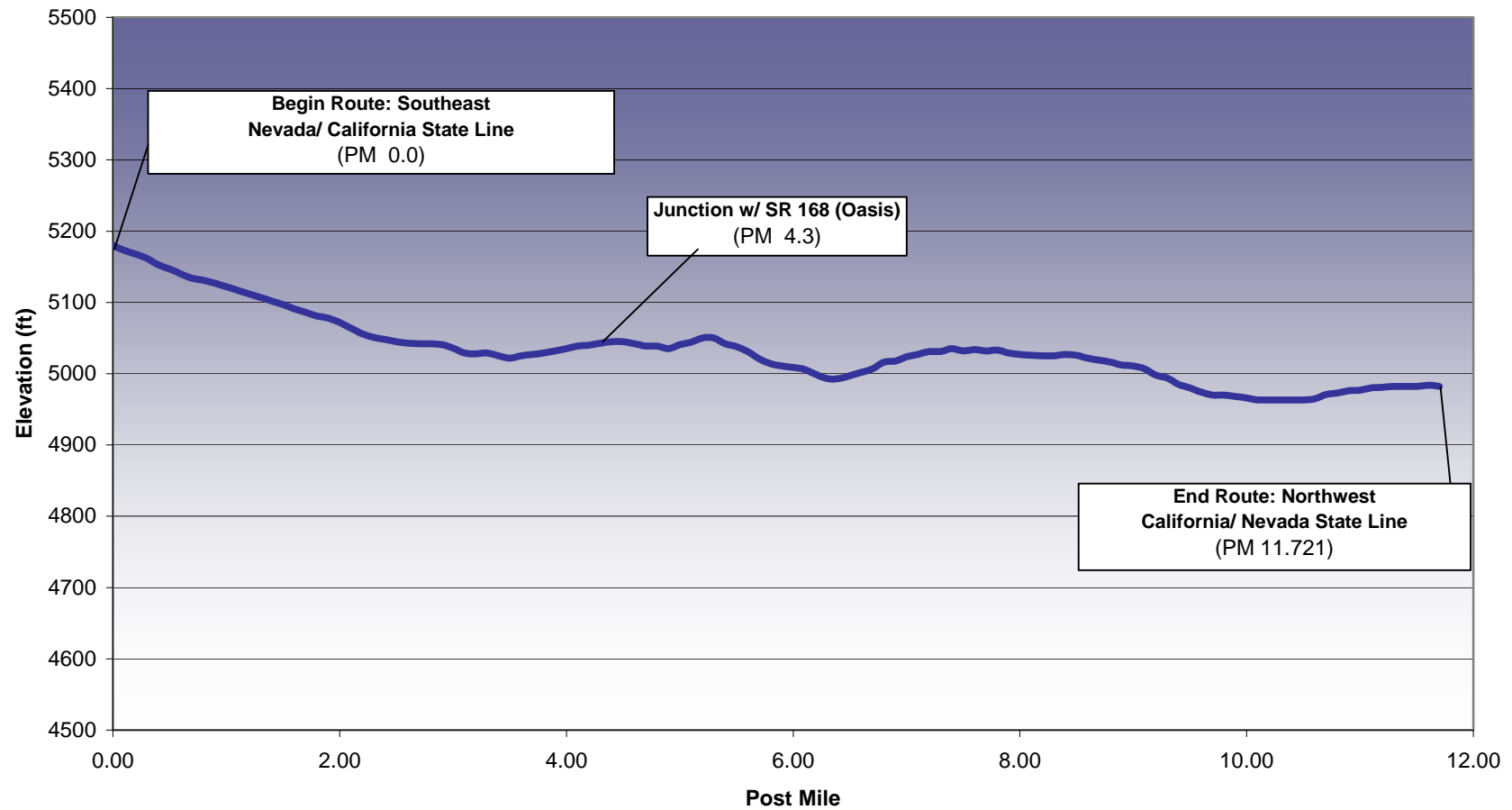
Approval for Transportation Concept Report State Route 266

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SR 266 Elevation Profile (MONO PM 0.0 - 11.721)



STATE ROUTE 266 TRANSPORTATION CONCEPT REPORT

INTRODUCTION

The Transportation Concept Report (TCR) is a long-range planning document that describes the current characteristics of the transportation corridor and establishes a 20-year planning concept. The TCR defines the California Department of Transportation's (Caltrans) goals for the development of the route, and broadly presents concepts for highway improvements that may be used to reach those goals. During development of a TCR, Caltrans' objective is to have local, regional, private sector, and State consensus on corridor concepts, planning strategies, and improvement priorities.

All information in this TCR is subject to revision as conditions change and new information is obtained. Consequently, the nature and the size of identified improvements may change as they move through the project development stages. Final determinations are made at the time of project planning, environmental analysis, and design.

Level of Service (LOS) is established through travel forecasting data analysis, using regional models where available. The calculations to determine LOS are based on the year 2000 Highway Capacity Manual (HCM). The 2000 HCM includes substantial changes to capacity calculations compared to past editions of the HCM. As a result, LOS calculations may differ from former reports or studies that are based on earlier editions.

ROUTE CONCEPT AND CONCEPT FACILITY

A Route Concept is comprised of a Concept LOS and a description of the Concept Facility. The description of a facility reflects its number of travel lanes and degree of access onto the highway by local streets and driveways. The Concept Facility will establish the amount of vehicle-carrying capacity necessary to achieve the Concept LOS with forecasted traffic volumes. Concept LOS reflects the quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20-year planning period.

ROUTE SYNOPSIS

The first segment of State Route 266 (SR 266) begins at the Nevada State line at the southeastern most point of the route and runs northwest for 4.3 miles to its junction with SR 168 at the community of Oasis. This segment is a 2-lane conventional highway that is classified as a Minor Arterial providing connectivity from Nevada 266 (NV 266) and US 95 (the northwestern access to Las Vegas), to SR 168. The majority of the road is well maintained with posted speed limits of 65 mph. Traffic is comprised of rural goods movement along with interregional, local, and recreational travelers.

The highway continues past the junction of SR 168 and travels north for 7.42 miles to the Nevada State line, where SR 266 becomes NV 264. It is a 2-lane conventional highway that is classified as a Major Collector providing connectivity between SR 168, NV 264, and the community of Dyer. It ultimately connects to US 6 via NV 264, at Montgomery Pass. The majority of the road is well maintained with posted speed limits of 65 mph. Traffic is comprised of rural goods movement along with interregional, local, and recreational travelers. Caltrans will emphasize continued rehabilitation and operational improvements on SR 266 due to its value as an alternate route to SR 168. In the event of emergency closures or extreme winter conditions on SR 168, SR 266 connects to US 6 in Nevada for access to California highways.

ROUTE HISTORY



As a result of the Arthur Breed act in 1933, present day SR 266 was added to the State Highway System. In 1965 it was defined as "The route from Oasis to northern Nevada State line via Mono County Road 101". In 1986, the route was extended 4.3 miles with a route transfer from SR 168. The route description was revised to say: "The Nevada state line easterly of Oasis to the Nevada state line northerly of Oasis." The portion that was once SR 168 continues north to NV 264.

The Paiute and Shoshone tribes were the first to reside in Fish Lake Valley, so

named for the fossils found in the area. Miners settled the Fish Lake Valley in 1866 when the Palmetto Mining District was discovered, and by the 1870's, borax was being extracted from the area. The community of Dyer, located on the Nevada side of Fish Lake Valley, was named after Alex P. Dyer, postmaster. The hills and mountains in the area are host to a number of old mining camps, as well as stagecoach and pony express trails.

OPERATING CONDITIONS

The functional classification, description, facility type, right of way width and rights, purpose, designation, and truck networks for the route are as follows:

| Segment County Post -Mile | Functional Class | Description | Present Facility | ROW Width & Rights | Route Purpose | Facility Designation | National Truck Network | See Page # |
|---------------------------------|---------------------|--|---------------------|----------------------------|---|-------------------------|------------------------------|------------------|
| 1 Mono 0.00 - 4.3 | Minor Arterial | The Nevada State line easterly of Oasis (SR 168) | 2-C | 400 ft easement, fee | Local, Interregional, Goods Movement | FAP system | Terminal Access. | 6 |
| 2 Mono 4.3 – 11.72 | Major Collector | To the Nevada State line northerly of Oasis (SR 168) | 2-C | 400 ft easement, fee | Local, Interregional, Goods Movement | FAP system | Terminal Access. | 8 |

*FOR ACRONYMS USED IN THIS TABLE: See Page 11

COMMUNITY OUTREACH

Improvements to SR 266 will be planned using a collaborative interdisciplinary approach involving all stakeholders. This approach will attempt to integrate and balance multimodal, community character, aesthetic, historic, and environmental values with regard to transportation safety, maintenance, and performance goals.

STATE ROUTE 266 FACILITY SUMMARY CHART

| County | Segment | Post Miles | Present Facility | Concept Facility | Ultimate Facility | Present LOS | 10-Yr LOS | 20-Yr LOS | Route Concept LOS | See Page # |
|--------|---------|---------------|------------------|------------------|-------------------|-------------|-----------|-----------|-------------------|------------|
| MONO | 1 | 0.00 to 4.3 | 2C | 2C | 2C | A | A | A | C | 6 |
| MONO | 2 | 4.3 to 11.721 | 2C | 2C | 2C | A | A | A | C | 8 |

ACRONYMS USED IN CHART:

LOS **Level of Service (A – F)**

A general term that describes the operating conditions a typical driver will experience on a typical day while driving on a facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio, which is expressed by a series of letter grades from A (low v/c ratio and delay, no impediments) through F (extremely high v/c ratio and delay, gridlock conditions).

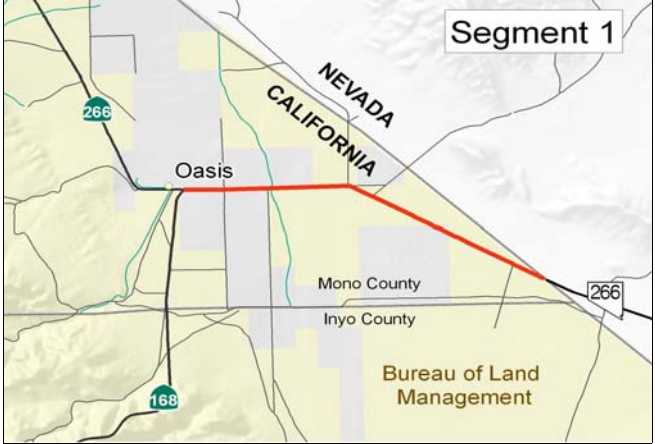
C **Conventional Highway**

A state highway, which has no access control and may or may not be divided. When justified, access control may be used at spot locations.

2C **2-Lane Conventional Highway**



SR 266 SEGMENT FACT SHEET

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--|---------------------|----|--|----|----------|----|------------------------|----|----------------|----------|------------------------|-----------------|-----------|----|------|----------|--|--|------|----------------------|---|------------------------|---|--------------------|----|
| <div> <div>Segment 1</div> <div>Length mi: 4.3</div> <div>Back PM 0.0</div> <div>Ahead PM 4.3</div> <div>Present Facility 2-C</div> <div>Present LOS A</div> <div>Concept Facility 2-C</div> <div>Concept LOS C</div> <div>Ultimate Facility 2-C</div> </div> | <div> <div>Segment Location</div>  </div> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div> <div>Segment Description</div> <p>This segment begins at the Nevada State line at the southeastern most point of the route and continues for 4.3 miles to the junction at SR 168 and the community of Oasis. This segment is a 2-lane conventional highway that is classified as a Minor Arterial providing connectivity from Nevada 266 (NV 266), US 95 (the northwestern access to Las Vegas), and to SR 168. The majority of the road is well maintained with posted speed limits of 65 mph. Traffic is comprised of rural goods movement along with interregional, local, and recreational travelers. Travel advisory signs are posted informing drivers of road closures and chain requirements on SR 168 and SR 266 at the junction of CA SR 266 and NV 266. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1-3, this segment is a Class-3.</p> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div> <div>Route Concept Improvement Recommendations</div> <p>Traffic activity on the State highway varies seasonally and during peak periods due to its connectivity to/from US 395 (via SR 168) and US 95 in Nevada (via NV 266). When the facility is scheduled for rehabilitation, shoulder widening and rumble strips should be considered. Since the entire route has different functional classifications, consideration should be given to reclassifying it with a unified highway type.</p> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div> <div>Programmed Projects</div> <p>There are no programmed projects on SR 266 at this time.</p> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div> <div>Highway Network Affiliation</div> <table> <tr> <td colspan="2">Functional Classification: Rural Minor Arterial</td></tr> <tr> <td>National Hwy System</td><td>No</td></tr> <tr> <td>California Freeway - Expressway System</td><td>No</td></tr> <tr> <td>STRAHNET</td><td>No</td></tr> <tr> <td>Regionally Significant</td><td>No</td></tr> <tr> <td>Scenic Highway</td><td>Eligible</td></tr> <tr> <td>National Truck Network</td><td>NTN STAA Trucks</td></tr> <tr> <td>Life Line</td><td>No</td></tr> <tr> <td>IRRS</td><td>Non IRRS</td></tr> </table> </div> | Functional Classification: Rural Minor Arterial | | National Hwy System | No | California Freeway - Expressway System | No | STRAHNET | No | Regionally Significant | No | Scenic Highway | Eligible | National Truck Network | NTN STAA Trucks | Life Line | No | IRRS | Non IRRS | <div> <div>Highway Information</div> <table> <tr> <td></td><td>Feet</td></tr> <tr> <td>Average Median Width</td><td>0</td></tr> <tr> <td>Average Shoulder Width</td><td>0</td></tr> <tr> <td>Average Lane Width</td><td>12</td></tr> </table> </div> | | Feet | Average Median Width | 0 | Average Shoulder Width | 0 | Average Lane Width | 12 |
| Functional Classification: Rural Minor Arterial | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| National Hwy System | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| California Freeway - Expressway System | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRAHNET | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Regionally Significant | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scenic Highway | Eligible | | | | | | | | | | | | | | | | | | | | | | | | | | |
| National Truck Network | NTN STAA Trucks | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Life Line | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IRRS | Non IRRS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Feet | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Median Width | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Shoulder Width | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Lane Width | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |

SR 266 SEGMENT FACT SHEET

Air Quality Comments

SR 266 is located in the Great Basin Unified Air Pollution Control District. For the State of California Air Quality Standard, this area is at non-attainment for ozone and particulate matter (PM-10). All other parameters are either within attainment, or are unclassified. For the National Ambient Air Quality Standards (NAAQS), this area is unclassified for 8-hour ozone and PM-10.

Transit Service/ Modal Options

There are no public transit services provided in this area. Bicycles are allowed on the route.

Land Use

Land use along the route is predominately agricultural, range lands, resource management, and privately held ranches. Adjacent to SR 266, the Bureau of Land Management manages public lands in Fish Lake Valley.

Environmental Concerns

SR 266 in Mono County would require cultural resource evaluation by a qualified Caltrans archaeologist if any future work is done beyond the right-of-way. The following animal is listed as either "Special concern," Threatened, or Endangered Species: Swainson's hawk.

Right of Way Comments


Right-of-way is held in a combination of prescriptive rights and fee title over private lands; undocumented RS 2477 over some BLM lands; and easement of 400 ft width over the majority of BLM lands.

Traffic Analysis Comments

The increased accident rate for Accidents in this segment are primarily due to excessive speed or hitting livestock that has wandered onto the highway. Measures to help reduce livestock/vehicle collisions along SR 266 could be evaluated.

| Highway Operation Factors | | | | | |
|--|------|------------------------------|-------|------------------|---|
| Traffic Forecasts | | Design Hour Volumes | | Level of Service | |
| 2007 AADT | 200 | 2007 DHV | 50 | 2007 | A |
| 2017 AADT | 296 | 2017 DHV | 74 | 2017 | A |
| 2027 AADT | 438 | 2027 DHV | 110 | 2027 | A |
| Calculation Factors | | | | | |
| Fatality + Injury Actual Accident Rate | 1.91 | % Traffic Growth (0-10 yrs) | 4% | Percent Trucks | 6 |
| Fatality + Injury Statewide Avg Rate | 1.41 | % Traffic Growth (10-20 yrs) | 4% | | |
| Total Actual Accident Rate | 2.87 | Directional Split | 50/50 | | |
| Total Statewide Avg Rate | 2.90 | Terrain | Level | | |

SR 266 SEGMENT FACT SHEET

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--|---------------------|----|--|----|----------|----|------------------------|----|----------------|------------|------------------------|-----------------|-----------|----|------|-----|--|--|------|----------------------|---|------------------------|---|--------------------|----|
| <div> <div>Segment 2</div> <div>Length mi: 7.421</div> <div>Back PM 11.721</div> <div>Ahead PM 4.3</div> <div>Present Facility 2-C</div> <div>Present LOS A</div> <div>Concept Facility 2-C</div> <div>Concept LOS C</div> <div>Ultimate Facility 2-C</div> </div> | <div> <div>Segment Location</div>  </div> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div> <div>Segment Description</div> <p>This segment begins at the junction of SR 168 and continues north to the Nevada State line where the highway becomes NV 264. It is a 2-lane conventional highway that is classified as a Major Collector providing connectivity between SR 168 and NV 264 and the community of Dyer. The majority of the road is smooth and well maintained with posted speed limits of 65 mph. Traffic is comprised of rural goods movement along with interregional, local, and recreational travelers. Travel advisory signs are posted informing drivers of road closures and chain requirements on SR 168 and SR 266 at the junction of CA SR 266 and NV 266. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1-3, this segment is a Class-3.</p> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div> <div>Route Concept Improvement Recommendations</div> <p>Traffic activity on the State highway varies seasonally and during peak periods due to its connectivity to/from US 395 (via SR 168) and US 95 in Nevada (via NV 266). When the facility is scheduled for rehabilitation, shoulder widening and rumble strips should be considered. Since the entire route has different functional classifications, consideration should be given to reclassifying it with a unified highway type.</p> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div> <div>Programmed Projects</div> <p>There are no programmed projects on SR 266 at this time.</p> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| National Hwy System | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| California Freeway - Expressway System | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRAHNET | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Regionally Significant | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scenic Highway | Non Scenic | | | | | | | | | | | | | | | | | | | | | | | | | | |
| National Truck Network | NTN STAA Trucks | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Life Line | No | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IRRS | Yes | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Feet | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Median Width | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Shoulder Width | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Transit Service/ Modal Options

There are no public transit services provided in this area. Bicycles are allowed on the route.

Land Use

Land use along the route is predominately agricultural, range lands, resource management, and privately held ranches. Adjacent to SR 266, the Bureau of Land Management (BLM) manages public lands in Fish Lake Valley.

Environmental Concerns

SR 266 in Mono County would require cultural resource evaluation by a qualified Caltrans archaeologist if any future work is done beyond the right-of-way. The following animal is listed as either "Special concern," Threatened, or Endangered Species: Swainson's hawk.

Right of Way Comments

Right-of-way is held in a combination of prescriptive rights and fee title over private lands; undocumented RS 2477 over some BLM lands; and easement of 400 ft width over the majority of BLM lands.

Traffic Analysis Comments

Although the accident rate on this segment is very low, measures to help reduce livestock/vehicle collisions along SR 266 could be evaluated.

| Highway Operation Factors | | | | | |
|---|------|-------------------------------------|-------|-------------------------|---|
| Traffic Forecasts | | Design Hour Volumes | | Level of Service | |
| 2007 AADT | 140 | 2007 DHV | 20 | 2007 | A |
| 2017 AADT | 207 | 2017 DHV | 30 | 2017 | A |
| 2027 AADT | 307 | 2027 DHV | 44 | 2027 | A |
| Calculation Factors | | | | | |
| Fatality + Injury Actual Accident Rate | 0.49 | % Traffic Growth (0-10 yrs) | 1.5% | Percent Trucks | 3 |
| Fatality + Injury Statewide Avg Rate | 1.56 | % Traffic Growth (10-20 yrs) | 1.5% | | |
| Total Actual Accident Rate | 0.74 | Directional Split | 50/50 | | |
| Total Statewide Avg Rate | 3.23 | Terrain | Level | | |

GLOSSARY

| | |
|----------------------------------|--|
| Concept Facility | Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning and engineering factors. |
| Concept LOS | Highest and best Level of Service that can be achieved in the 20-year planning period based on the concept facility. |
| Design Hour Volume | 30 th Highest Hour Traffic Volume in a selected year for a given segment. |
| Directional Split | The percentage of traffic in the peak direction during the peak hour. |
| Functional Classification | Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided (i.e. Principal Arterial, Minor Arterial Roads, Collector Roads and Local Roads). |
| Interregional Road System | Statewide network of legislatively identified interregional routes, outside urbanized areas, that provides access to, and links between, the state's economic centers, major recreational areas, urban and rural regions. |
| Level of Service (LOS) | A qualitative rating of the effectiveness of a transportation system in serving travel. Letters A (best) through F (worst). |
| National Highway System | Federal-designated system of major highways in each state, including all numbered interstate highways. |
| Present Facility | Highway type and general characteristics at the time of this study. |
| Present LOS | Existing Level of Service. |
| Programmed Projects | Capacity-enhancing, safety and/or operational improvement projects programmed through STIP or SHOPP. |
| Realign/Realignment | A significant change in the location of the roadbed from its existing location. |
| Route Designations | Identifies whether or not the subject segment of a route is designated as being part of the National Highway System (NHS); Interregional Highway System (IRRS); California Freeway/Expressway (F & E), Scenic Highway; National Truck Network (NTN); Strategic Highway Network (STRAHNET); and, Highways of Regional Significance. |

ACRONYMS

| | |
|-----------------|--|
| AADT | Average Annual Daily Traffic |
| BLM | Bureau of Land Management |
| Caltrans | California Department of Transportation |
| FAP | Federal Aid Primary System |
| HCM | Highway Capacity Manual |
| KPRA | King-Pin-to-Rear Axle |
| LOS | Level of Service |
| NB | North Bound |
| NHS | National Highway System |
| NTN | National Truck Network |
| PM | Post Mile |
| RS 2477 | “Revised Statue 2477” - Right of way easement for highways over public lands |
| RV | Recreational Vehicle |
| SHOPP | State Highway Operation and Protection Program |
| SR | State Route |
| STRAHNET | Strategic Highway Network |
| TCR | Transportation Concept Report |
| USFS | US Forest Service |
| V/C | Volume to Capacity Ratio |

SR 266 RESOURCES AND INFORMATION

Caltrans District 9 Route Development Plan Route 266, February 1985

Caltrans District 9 Transportation Concept Report, State Route 168, May 1986

California Department of Transportation Traffic Manual/MUTCD California, 2003 edition

California Department of Transportation Highway Design Manual, 6th Edition

Conversion Listing of Old County Route and Section Showing 1963 Base Post Mile

District 9 Post Mile Log, 2004

Mono County Regional Transportation Plan, 2001

Mono County General Plan – Land Use Element; Circulation Element, 2001

Transportation Systems Network Reports: 1995 – 2005

Caltrans Traffic Accident Surveillance and Analysis System (TSAS), TSAS Accident Data, Inventory of State Highways, Table B Accident Data, Traffic Volumes, 2002-03 Count Year/200th Highest Hour, Truck Volumes-2006

Traffic Volumes on the California State Highway System, 2007

State of California Business, Transportation and Housing Agency, Department of Transportation, Division of Traffic Operations, Sacramento, CA 94274

ENVIRONMENTAL SOURCES OF INFORMATION:

Air Quality District

Great Basin Unified Air Pollution Control District
157 Short Street
Bishop, CA 93514-3537
(760) 872-8211

Water Quality Control Board

Lahontan Regional Water Quality Control Board
2501 Lake Tahoe Blvd.
So. Lake Tahoe, CA 96150
(530) 542-5400
Fax (530) 544-2271

California Natural Diversity Database (CNDDB), 2008

On SR 136, an initial assessment of known biological resources in a 2000-foot wide corridor is listed under Environmental Concerns. This information does not represent all possible environmental constraints that may exist, such as cultural resources (historic and pre-historic), floodplain encroachment, hazardous materials, noise, and visual impacts. Any project that is being considered for programming would require environmental clearance in compliance with all Federal, State, and Local environmental laws and regulations.